

ABSTRACT

A gravity driven steerable vehicle having wheels, or skis or a combination of wheels and skis for recreational use, most particularly on surfaces such as pavement, artificial hard-pack turf, mountain slopes, dirt roads, grass and hard-packed or non-packed snow. The vehicle has at least three (3) but preferably four (4) wheels, or skis or a combination of wheels and skis which may or may not be on independent axles one from the other and which may or may not be each independently shock suspended. There is also a steering mechanism for steering the vehicle and a driver compartment portion for containing a driver of the vehicle in a prone face-down and face-forward position. The vehicle is steerable by the driver from the substantially prone face-down and face-forward position. The mechanism for suspension of the wheels and/or skis is configured to provide precise control in turns especially the carving of turns, by the skis, while descending on snow covered terrain. The attitude of the skis relative to the snow surface changes upon initiation of a turn and while in the turn to increase the edging of the skis thereby enhancing the turning characteristics of the vehicle. The vehicle may further have a braking system for slowing or stopping the vehicle and a harness apparatus for harnessing the driver onto and into the vehicle. The vehicle may further have means for causing the vehicle to be non-moving when the vehicle is unoccupied by a rider. The means for causing non-movement of unoccupied vehicle is at least one movement-limiting system for causing non-movement of an unoccupied vehicle or combination of any or all movement-limiting systems selected from a group consisting of weight detection of objects occupying the rider riding surface, temperature detection of objects occupying the rider riding surface, electrical current flow detection of level of current flow within at least two skin contact points associated with the rider and an activation control mechanism for activating and deactivating the means for causing the vehicle to be non-moving. The special design of rider support is a rider riding surface on the chassis top side configured to cause a rider on the rider riding surface to be oriented in a substantially prone, face down, face forward position wherein the rider riding surface has particular geometric features which provides for a slight elevation in the upper body supporting section, lower positioned and angled thigh to knee region and a slightly elevated - relative to the knee region - ankle and foot support region. There may also be included the rider riding surface with a removeable cover having a storage region below the chest pressure region of the surface.